



July 2013

NEWSLETTER FOR THE PAID & VOLUNTEER STAFF OF RAILTOWN 1897 STATE HISTORIC PARK

Upcoming Events

**July 2 @ 11:30 am**  
Ladies luncheon at  
The Rock in Twain Harte  
Call Marge @ 533-4595

**July 4,5,6,7**  
Four days of steam ex-  
cursion trains with enter-  
tainment on board. Star-  
light Serenaders under  
the tulip tree  
Saturday, Noon-3 pm

**July 20 6-9 pm**  
Spotlight on Railtown  
Fundraiser

**July 27**  
Rods To Rails Event  
Add 4:30 pm train

**August 3**  
4th Annual Singing Rails  
Music Festival featuring  
Sourdough Slim and  
Red Dog Ash plus a  
Music competition with  
Categories in vocal,  
Guitar, fiddle, banjo,  
Mandolin and miscellane-  
ous

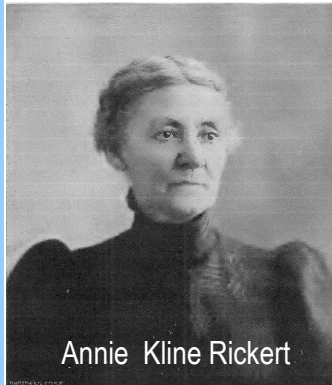
**August 6**  
Ladies luncheon at  
Applebee's in Sonora,  
Call Marge @ 533-4595



Sourdough Slim headlines  
the Singing Rails Festival,  
August 3

**THE WOMAN'S RAILROAD**

*A potential competitor to the Sierra in Tuolumne County*

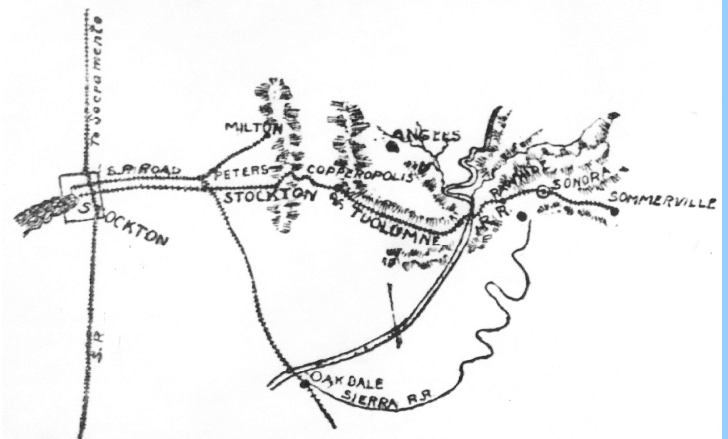


Annie Kline Rickert

On November 10, 1897, the Sierra Railway began daily operations between Oakdale and Jamestown and looked north and east for continued expansion while they finished work on their hastily built mainline. Then, on December 24, 1897, there appeared in the Sacramento Daily Union an article about the incorporation on the previous day of The Stockton and Tuolumne County Railroad Com-  
pany. Headed by Annie Klein Rikert with plans to build a railroad from Stockton through San Joaquin, Stanislaus, Calaveras and Tuolumne counties to Summerville. This effort quickly became known as The Woman's Railroad,

since the principals and initial investors in the enterprise were women. After decades of talk about a railroad to Tuolumne County, it suddenly appeared there would be two. This must have seemed like *deja vu* to Thomas Bullock, whose Prescott & Arizona Central had been paralleled by a competing line and gone bankrupt just three years earlier.

In the first weeks of January, the new railroad was given glowing reviews by the local papers, especially the Union Democrat, who had been very anti-railroad up to this point. From the start the railroad planned on considerable investment from local people in Stockton and Sonora, and was often characterized by the promoters as a "people's railroad." Rikert predicted that the Stockton & Tuolumne would prove more convenient for both passengers and freight than the Sierra (who she claimed was a subsidiary of the Southern Pacific) and her rates for freight would be about half what the Sierra was charging. Initially it appears people were attracted by the idea of a group of women (the President, Treasurer and two of the Directors were women) charging into an arena that had previously been the sole domain of men. The railroad was advertised as being completely independent and a local committee of Sonorans took on the task of obtaining subscriptions for purchase of the stock in the railroad. It was announced that other noted women, specifically Mrs. Phoebe Apperson Hearst of Pleasanton, Mrs. Alpheus Bull of Alameda, and Mrs. A. Bell of Belmont were investing in the enterprise. In charge of the actual engineering and construction was Henry Brainard, (next page)



MAP SHOWING ROUTE OF THE ROAD.

a well-known civil engineer and ex-judge from Sonora/Stockton/San Jose who was also the husband of the railroad's Treasurer, Maggie Downing Brainard.

Who was Anne Klein Rikert? From what we can learn she grew up in a well-to-do southern family in Vicksburg, Mississippi and served as a teen-aged spy for Confederate forces during the Civil War. She was captured, tried, found guilty and sentenced to die but received a pardon and moved to Texas. A newly married Annie and her husband moved to San Francisco after the war but he shortly died, leaving her alone with a five year old daughter. She claimed to have no useable skills to support herself and her child so she decided to try her hand at prospecting. In the Mojave Desert she quickly located several silver strikes and soon was a woman of some renown and wealth. When silver was devalued in the late 1800's she decided gold mining would be a better business to be in and moved to Tuolumne County, where she began purchasing closed gold mines, mostly in the Rawhide and Columbia area. It was as a mine owner she conceived the need for good rail transport to Tuolumne County and thus the Stockton & Tuolumne Railroad was organized. (You can learn more about Annie Kline Rikert in the book *Colorful Men and Women of the Mother Lode* by Janet Atkinson).

Work grading the S&T line began in early April 1898, under the direction of an experienced railroad builder, Charles Erickson, who had recently completed the work building the Sierra Railway. While grading progressed rapidly, there were several areas of contested right-of-way needing resolution. The cost for the railroad was estimated to be \$700,000 and at this point Rikert had \$50,000 subscribed in Stockton and expected to be able to raise \$50,000 in Sonora, but to date most of the money was either promised or rumored and most of the company's cash was from Rikert. By July things were coming unraveled. There were right-of-way problems, subscriptions were not selling as planned and those who had promised to purchase stock were slow in doing so, Erickson had left the grading job, Judge Brainerd had stepped down as Chief Engineer, and Rikert had mortgaged the railroad to provide collateral for a \$25,000 loan from her daughter. By August, Erickson and several others had placed attachments on the newly arrived rail and other equipment for failure by the railroad to pay for services and materials provided. Physical work on the line had stopped but financial and legal actions continued for the next year and a half.

While the Stockton & Tuolumne Railroad never got built, it apparently did have quite an impact on the Sierra Railway. Shortly after the S&T line was announced, the Sierra set aside its interest in building a line to serve Angels Camp and suddenly set Carters (Tuolumne) as the immediate objective. As an interesting aside, labor was in short supply at this particular time, necessitating the Sierra to make decisions between which projects could be manned. The United States entered the Spanish-American War (the USS Maine sank in Havana harbor in Feb. 1898) and miners left in large numbers for the Alaska gold fields (Yukon rush 1897-1899 and Nome rush 1898-1909.) The Sierra line was pushed eastward to completion with all diligence (interestingly, Erickson, after his experience with Rikert, came back with his crews to work on building the Sierra's extension from Jamestown to Sonora and then on to Tuolumne). At the same time, William Crocker and his cousin, Henry Crocker became interested in logging operations in the mountains above Carters. Henry Crocker purchased nearly \$500,000 in recently issued Sierra Railway bonds and the development of the West Side Lumber Co. moved ahead rapidly.

Dave Connery

*Vision without action is a daydream.....Action without vision is a nightmare*  
(Food for thought from Kim Baker)



### **Volunteer Profiles– Jerry & Anna Lewis**

This month say hello to Jerry and Anna Lewis, volunteers at Railtown since 1998. They have always loved Tuolumne County. After visiting their cabin in Cedar Ridge for many years they retired and moved here permanently from Fremont in 1997. Jerry was in the insurance and investment business and Anna worked as a fashion buyer and also in bank management. Shortly after moving here they began volunteering at our Park, Jerry as a Car Host and Anna in hospitality and greeting. Jerry is a member of the Elks Lodge, Sirs, Italian Club and teaches a senior driving course for AARP. He is a former docent and volunteer coordinator for the Oakland Zoo. He remembers the day when a lion got loose and the excitement involved in recapturing it. "They asked us not to use our walkie talkie's, so as not to attract media attention. Word still got out and the helicopters arrived!" When asked what he likes about Railtown he quickly replied "the donuts!...but no, seriously I really enjoy working with the public and meeting people who come from all over the world. I love the looks on the kids faces when they see something they've never seen before, whether it's the trains or Santa Claus!" Anna also says "Railtown is very important to us. We love meeting the people and making them aware of what a rare place this is. We need to save it for the kids and future generations." Anna is a member of the Twain Harte Women's Club, T.O.P.S. and the Ridgettes. She also practices tai chi and enjoys cooking. This year they're celebrating their 51<sup>st</sup> wedding anniversary. Thanks to both Jerry and Anna for their service to our State Park!



### **Railtown News**

#### **"In Train View"**

The Sonora Photo Club is presenting "In Train View," an exhibition of 30 large format photographs showcasing the amazing talent of the Club members. The exhibit will be on display through Labor Day Weekend. The photographs are offered for sale, with proceeds going to benefit the Park.

#### **Spotlight On Railtown**

Volunteers are needed to help with this fundraising event sponsored by our local area Rotary Clubs. It takes place Saturday, July 20th from 6 to 9pm. This is a special 'Behind-The-Scenes' event with everything on display, live and silent auctions, Hors D' Oeuvres, wine, entertainment and a train ride at 7:30pm. Please call in if you can volunteer for this special event.

#### **4th Annual Singing Rails Festival, Saturday, August 3rd**

Please join us and tell all your friends to come to our 4th Annual Singing Rails Festival, honoring the tradition and folklore of the railroad in song. Our headlining acts this year feature cowboy vaudevillian Sourdough Slim and bluegrass band Red Dog Ash. An exciting new addition to the festival this year is the addition of a music competition with categories in vocals, guitar, banjo, fiddle, mandolin and miscellaneous. An award will also be given to the best vocal only train sound. (Remember Box Car Willie?) The competition portion will begin at Noon and go to 5 pm, at which time the awards will be given. Volunteers are needed to help with 'ushering', gate control, and also to help our maintenance staff with clean up at 8:30pm.

#### **Volunteers Needed To Help With Wednesday Trains**

We're running diesel excursion trains every Wednesday starting July 10th until the end of August. We need help with Car Hosting, Greeting and Tour Guiding. Call in or email if you can help.





**PO Box 1250**

**Jamestown, CA 95327**

**Return Service Requested**

**TO:**



**Depot Store-** (209) 984-3953

**Volunteer Desk-** (209) 984-4408

**Volunteer Website-** <http://railtown.team.parks.ca.gov/volunteers>

**Railtown Blog-** [www.railtown1897.wordpress.com](http://www.railtown1897.wordpress.com)

**Crew Caboose-** (209) 984-0352



### **Railtown Paid and Volunteer Staff Contact Information**

*Send newsletter submissions to the editor: [Dave.Rainwater@parks.ca.gov](mailto:Dave.Rainwater@parks.ca.gov)  
(all area codes are 209)*

<b>Kim Baker</b> , Park Superintendent	984-4622	<a href="mailto:Kim.Baker@parks.ca.gov">Kim.Baker@parks.ca.gov</a>
<b>George Sapp</b> , Railroad Restoration Lead Worker (DSLE)	774-6368	<a href="mailto:George.Sapp@parks.ca.gov">George.Sapp@parks.ca.gov</a>
<b>Lisa DeLacy</b> , State Park Curator I (DER)	984-3119	<a href="mailto:Lisa.DeLacy@parks.ca.gov">Lisa.DeLacy@parks.ca.gov</a>
<b>Diana Fisher</b> , Park Aid & Social Media	984-0352	<a href="mailto:Diana.Fisher@parks.ca.gov">Diana.Fisher@parks.ca.gov</a>
<b>Ryan Richelson</b> , Maintenance Supervisor	984-3115	<a href="mailto:Ryan.Richelson@parks.ca.gov">Ryan.Richelson@parks.ca.gov</a>
<b>Rob Buchanan</b> , Park Maintenance Worker I	984-3115	<a href="mailto:Rob.Buchanan@parks.ca.gov">Rob.Buchanan@parks.ca.gov</a>
<b>Danny Taylor</b> , Park Maintenance Assistant	984-3115	<a href="mailto:Danny.Taylor@parks.ca.gov">Danny.Taylor@parks.ca.gov</a>
<b>Dave Rainwater</b> , Senior Park Aid & Volunteer Coordinator	984-4408	<a href="mailto:Dave.Rainwater@parks.ca.gov">Dave.Rainwater@parks.ca.gov</a>
<b>Carl Rudolph</b> , Fire Patrol Coordinator	586-9905	<a href="mailto:cakr@sonnet.com">cakr@sonnet.com</a>
<b>Karen Ethier</b> , Ticket Agent Coordinator	471-7525	<a href="mailto:kmethier@gmail.com">kmethier@gmail.com</a>

*Newsletter Available in Alternative Format on Request*